

WHAT IS CLAIMED IS:

1. An internal combustion engine comprising an engine body, a crankshaft journaled on the engine body, the crankshaft having an end portion that extends outward beyond the engine body, a flywheel having a hub portion and a wheel portion which are unitarily formed with each other, the hub portion having a cylindrical shape that extends generally along an axis of the crankshaft and coupled with the end portion of the crankshaft, the hub portion having a uniform thickness, and a fastener fastening the hub portion onto the end portion of the crankshaft.

2. The engine as set forth in Claim 1, wherein the hub portion and the wheel portion together form a recess therebetween, the recessed portion extends generally along the axis of the crankshaft.

3. The engine as set forth in Claim 2, wherein at least one rib connects the hub portion and the wheel portion within the recess.

4. The engine as set forth in Claim 1, wherein the hub portion extends parallel to the axis of the crankshaft.

5. The engine as set forth in Claim 4, wherein the crankshaft includes a step, at least one portion of the hub portion abutting the step, and the fastener fastens the hub portion onto the step.

6. The engine as set forth in Claim 5, wherein the fastener is a bolt.

7. The engine as set forth in Claim 6, wherein a washer is interposed between the bolt and the hub portion.

8. The engine as set forth in Claim 1, wherein the wheel portion at least in part embraces a stator coil and has a magnet capable of facing the stator coil while the wheel portion rotates about the axis of the crankshaft, the stator coil and the wheel portion including the magnet together form a generator.

9. An internal combustion engine comprising an engine body, a crankshaft journaled on the engine body, the crankshaft having an end portion that extends outward beyond the engine body, a flywheel having a wheel portion and a coupling portion which are unitarily formed with each other, the coupling portion extending over the end portion of the crankshaft and intersecting an axis of the crankshaft, and a fastener fastening the coupling portion onto the end portion of the crankshaft.

10. The engine as set forth in Claim 9, wherein the fastener is at least one bolt that has an axis extending generally along the axis of the crankshaft.

11. The engine as set forth in Claim 9, wherein a spacer is interposed between the coupling portion and the end portion of the crankshaft.

12. The engine as set forth in Claim 11, wherein the wheel portion and the coupling portion generally forms an even surface.

13. The engine as set forth in Claim 11 additionally comprising a second shaft journaled on the engine body and driven by the crankshaft through a transmitter, and a pulley or sprocket disposed on the end portion of the crankshaft, the transmitter wound around the pulley or sprocket, the spacer abutting the pulley or the sprocket.

14. The engine as set forth in Claim 11 additionally comprising a second shaft journaled on the engine body and driven by the crankshaft through a transmitter, the spacer at least in part extending over the end portion of the crankshaft to form a pulley or sprocket, the transmitter wound around the pulley or sprocket.

15. The engine as set forth in Claim 9, wherein the wheel portion at least in part and the coupling portion generally forms an even surface.

16. The engine as set forth in Claim 9, wherein the wheel portion at least in part is spaced apart from the engine body farther than the coupling portion.